NEW YORK HERALD

BROADWAY AND ANN STREET.

JAMES GORDON BENNETT PROPRIETOR.

All business or news letter and telegraphic despatches must be addressed New YORK

AMUSEMENTS THIS AFTERNOON AND EVENING OLYMPIC THEATRE, Broadway. THE BALLET PAN

WALLACK'S THEATRE, Broadway and 13th street. NIBLO'S GARDEN, Broadway, between Prince and

BOOTH'S THEATRE, Twenty-third st., corner Sixth av. -

ACADEMY OF MUSIC, Fourteenth street.-ITALIAN OPERA-Matines at 1%-FAUST. WOOD'S MUSEUM, Broadway, corner 30th st. - Perform-

ST. JAMES' THEATRE, Twenty-eighth street and Broad-BOWERY THEATRE, Bowery-BUFFALO BILL-THE

FIFTH AVENUE THEATRE, Twenty-fourth street,-

MRS. F. B. CONWAY'S BROOKLYN THEATRE.-PARK THEATRE, opposite City Hall, Brooklyn.

THEATRE COMIQUE, 514 Broadway .- COMIC VOCAL-ISMS, NEGRO ACTS, AC.-IXION. Matinee at 2%.

UNION SQUARE THEATRE. Fourteenth at. and Broad-way.—NEGRO ACTS—BURLESQUE, BALLET, &c. Matiner TONY PASTOR'S OPERA HOUSE. No. 201 Bowery. NEGRO ECCENTRICITIES, BURLESQUES, &C. Matinee.

BRYANT'S NEW OPERA HOUSE, 234 st., between 6th and 7th ava.—BRYANT'S MINSTRELS. Matings at 2. THIRTY-FOURTH STREET THEATRE, near Third avenue.—VARIETY ENTERTAINMENT.

SAN FRANCISCO MINSTREL HALL, 585 Broadway. -- THE SAN FRANCISCO MINSTREES. PAVILION, No. 688 Broadway.—THE VIENNA LADY OR-

NEW YORK CIRCUS, Fourteenth street. -SCENES IN THE RING, ACROBATS, &C. Matines at 216.

NEW YORK MUSEUM OF ANATOMY, 513 Broadway. -DR. KAHN'S ANATOMICAL MUSEUM, 745 Broadway. -

TRIPLE SHEET

New York, Saturday, March 9, 1872.

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THE CHAMBER OF COMMERCE ON THE TARIFF. - We have not much faith in Congress organizing a good tariff system, but if that body should be so disposed we commend the resolution submitted to the New York Chamber of Commerce on Thursday as a basis for a new tariff law. After recommending that a proper and simple classification should be made of articles that should be always dutiable, or free of duty, according to the exigencies of the government, it is urged that the dutiable articles ought to be reduced to the smallest number possible. There are some other good points made in the resolutions, but these are the principal and most important ones. We have urged all along just such a reform of our tariff system-that is, a revenue to be raised from a few articles, and the whole machinery of management to be simplified.

A PLEA FOR THE PLOUGH.-Some objections have been made to Governor Hoffman's suggestion that the statues of Clinton and Fulton should fill the New York niches at the National Capitol. It has been urged that "Clinton's ditch" is not of much account in these days, except, perhaps, so far as regards the large accounts rolled up yearly by the canal contractors against the State, and that Fulton was a Pennsylvanian by birth. Well, let the Governor fall back upon the farmers and propose to fill one niche with a figure of Jethro Wood, the inventor of the cast iron plough. He was born, lived and died in the State of New York, and the good ploughing of the land has been of as great benefit to American agriculture as has the ploughing of the water to American commerce.

The Rapid Transit Schemes-The Underground Lobbyists and Their Designs-The Advantages of Vinduct Roads.

Of the many impudent schemes concocted by the Albany lobby this session the New York Underground Railroad job is probably the most audacious. The men who are demanding a franchise for a railroad which they know to be utterly impracticable, and have no intention of ever attempting to construct, are as well recognized in this city for their pretentious boasts of capital and influence as for their incapacity to carry out any undertaking involving a large outlay and requiring public confidence, even if there were a prospect of its successful completion. If it were possible to tunnel Broadway from the Battery to Spuyten Duyvil Creek: if there were no engineering difficulties in the way which would take millions of capital and years of labor to remove; if the cost of such an undertaking would not be so vast as to deprive the citizens of the first requisite of popular quick transit—low rates of fare—the people would select very different agents to undertake the work from those who are now clamoring and lobbying at Albany for a law of incorporation. But it is well known to every practical man that a tunnel railroad under Broadway, similar to the London road, can never be constructed, and that the attempt would be dangerous to life, destructive of property, a hindrance of the real work of rapid transit, and a ruinous failure in the end. Not a building would be safe after the excavation of the street, and the loss by damage to property would go far towards completing a viaduct road from the Battery to Harlem bridge. The business of the city would be seriously injured by the upheaving of its main artery, and, after years of trouble, annoyance, danger and injury, the money sunk in the wild scheme would be thrown away and rapid transit would be farther off than ever.

This is of course arguing on the supposition that the men who are modestly demanding the valuable franchise would actually prosecute the work should they be authorized by law to do so. But the fact is, they have no thought of wasting their valuable time on so visionary a scheme. They are practical men as well as patriots, and while advocating reform they keep a sharp lookout for their balances at the bank. The franchise would be of little value to them if it should not, under some shrewdly drawn provision, authorize a surface Broadway railroad. This is the kernel in their underground nut. The golden visions that once floated before the eyes of the persistent Jacob Sharpe now trouble the dreams of his successors in the lobby, and they hunger for the millions said to be contained in a line of horse cars running up and down our principal thoroughfare. This is what is meant by the Broadway underground schemenothing more and nothing less-and it is for the property owners along the route and the people generally, who for so many years resisted the desecration of their favorite avenue by tramways when horse railroads were a popular means of transit, to make up their minds whether they will permit it now when horse cars are literally "a stench in the nostrile " and when some different mode of conveyance is demanded by the necessities

That viaduct railroads furnish the cheapest, best and only practicable mode of rapid transit in New York is evident to all who are not interested in some other scheme out of which they hope to make money without reference to the interests of the city. There are no engineering difficulties in the way of such undertakings; their expense can be calculated to a certainty, so that it is known before their commencement what they will cost and whether they will be paying investments; the time they will take in construction can be exactly ascertained and the work can be done just as rapidly as the money to pay for it is supplied. Instead of damaging property—as an underground railroad must do under the best of circumstances, and as it has done in London-viaduct railroads in New York would open up and improve all the localities through which they would pass. A viaduct on the east side, from the Battery to Harlem, would cleanse the infected district of the old Five Points and cover that valuable ground with business houses. A similar work on the west side would increase the value of the now depressed property all along the North River. Two such roads-one on the east side to Harlem bridge and the other on the west side to Spuyten Dayvil Creek-would accommodate all the wants of the city, and, by adding millions to the assessable value of its real estate, would materially decrease the general rate of taxation. Above all, they would command the confidence of capitalists if placed in the bands of honest men. and could be built without any unnecessary delay. The New York Railroad Company in the first year of its existence succeeded in securing nearly two million dollars of bona fide subscriptions, notwithstanding the prejudices that were raised against the incorporators. Let practical, earnest, responsible men be now placed in the management of such an undertaking, and the necessary capital will be

speedily forthcoming. We need rapid transit in New York. It is the great necessity of the population at this time. The poorer classes are huddled together in unhealthy localities, in crowded tenements, and are victimized by the landlords even then. Men of family, with only moderate means, are either compelled to pay exorbitant rents and to submit to an outrageous system of swindling, or are driven so far from their places of business to find a dwelling within the limit of their resources, that home and family become to them mere names. Demoralization follows the huddling together of persons of both sexes in common apartments. Dissipation is the natural result of discomfort at home as well as of enforced absence from home. Labor that would be endurable under other circumstances becomes overburdening and barmful when to the daily toil is added a hard, wearisome journey of three or four hours' duration, and a clerk or a laboring man who now lives as high as Sixtieth street and goes bome to his dinner must spend four hours of his day in a dirty, crowded, unwholesome horse car. It is as necessary for the public morals as for the general convenience and comfort that some means should be afforded of reaching by steam those parts of the city now almost des-

titute of population and offering cheap and comfortable homes to our people. Will our legislators rise equal to the occasion, and, driving away all the scheming lobbyists who are hounding at their heels, give us a plain, practical law authorizing the construction of two great viaduct roads by honest, competent men, one on the east side and one on the west side of the city? They can safely disregard the arguments, pleas and claims of every lobby supplicant who is begging a franchise at their hands, if they honestly desire to benefit the city of New York. Give us a clear law, with such citizens as our present Dock Commissioners to carry it out, and such a man as General McClellan to superintend the work, and we shall speedily have two great viaduct roads running the whole length of the island, and built in the interests of the people and not of individuals.

Congress Yesterday-An Unfavorable Financial Exhibit-Proposed Mexican Intervention-More Bounty Bills.

Mr. Dawes, chairman of the Committee of Ways and Means, presented yesterday to the House and the country a rather unfavorable exhibit of the financial situation, the net result of his figuring being that, with the proposed abolition of the duties on tea and coffee, salt and coal, the income tax and other reductions of revenue, and with the estimated expenditures undiminished, the government next year will have to be a borrower to the amount of ten million dollars in order to make up the deficit in the budget. He did not indicate any line of policy which he was prepared to recommend, except that of keeping down the appropriations. Mr. Kelley, of Pennsylvania, the leading protectionist in the House, challenged the correctness of Mr. Dawes' figures and estimates, and gave it as his opinion that the revenues of the government would increase rather than diminish; that for the current fiscal year they would reach the sum of four hundred millions of dollars, and that there would be a surplus to the credit of the government of from seventy to ninety millions. Mr. Eldridge, of Wisconsin, applied to Mr. Dawes the ungracious epithet of "the Artful Dodger," because he had not answered directly the question whether a reduction of duty on iron would not so largely increase the revenue from that source as to offset the duties from tea and coffee, and confessed to some sore, ness from the criticisms of the press on the votes of the democratic members who had supported the bill abolishing those duties, the movement being regarded as one in the interest of the high tariff men. Dawes did, however, respond finally to Eldridge's question by expressing the belief that the reduction or abolition of the duty on iron would not perceptibly increase the direct importation of that article.

An important movement was attempted in the House yesterday, looking to an intervention in Mexican affairs, with the contingency, not remote, of establishing a protectorate over that unfortunate country, and eventually annexing it to the American Union. The resolution which Mr. Brooks, of this city, asked leave to offer on that subject proposed the appointment of a joint committee of the House and Senate to devise the best means of putting an end to the never-ending state of civil war in the neighboring republic. It was defeated by a single objection-that of Mr. Coughlan. of California, who was not prepared for the establishment of a protectorate; but it so commended itself to the sentiment of the House that it can easily be carried by a two-thirds najority on Monday, when it can

under a suspension of the rules. Another Bounty bill was passed by the House yesterday, applying to soldiers who enlisted and were mustered into service prior to the 6th of August, 1861, and who did not receive the government bounty of one hundred dollars. It was stated that this bill would only bleed the Treasury to the extent of one and a half million dollars: but it seems there is another proposition pending for the further equalization of bounties that will take one hundred and fifty millions out of the Treasury. All these bills are mere schemes of plunder, got up by thieving lobby agents and urged and supported by Congressmen who care more for securing votes for themselves than they do for guarding the interests of the people at large. We hope the Senate will squelch all these raids made in the professed interest of the soldiers, but for the real aggrandizement of the lobby ring.

The Senate devoted itself yesterday principally to the General Civil Appropriation bill, after having accepted the statues of two of Connecticut's great men of the past-Jonathan Trumbull and Roger Sherman-to be placed in the American Pantheon, the old hall of the House of Representatives.

Both houses have adjourned till Monday.

O'Connor "Enthusiastic," not Mad. A commission of English medical men, with show of profundity worthy of the great Sangrado in "Gil Blas," has pronounced the youth O'Connor, who made the lunatic demonstration upon Queen Victoria last week, of sound mind, adding that he is, however, an enthusiastic Fenian. This distinction is creditable to their sense of exactness, but it will trouble the casual observer to perceive the difference. He did not load his pistol, because he only wished to frighten Her Majesty. The desire to spare the Queen's life lest Albert Edward should succeed her on the throne is of that peculiar order which the Marchioness of Donegal met, when her Irish tenants toasted "her ladyship, and may she live a thousand years." O'Connor wishes her to be the last monarch, and evidently does not believe in the sick man of Sandringham. If the English government and their medical advisers cannot see stark, staring madness in the rambling incoherencies of this "enthusiastic," theatrical boy, it is because they believe that there is more of that madness extant which does not want another monarch in England. The boy's grandfather, Feargus O'Connor, was "enthusiastic" on the same point some thirty years ago, and became mad in earnest before he died. The proceeding to the extremes of a trial for treason with this boy will not help the spirit of loyalty nor root the monarchy more deeply in the soil; both are surely strong enough to afford sending O'Connor to Bediam, where he belongs.

The Erie Bills in the Senate and Assembly-The Responsibilities of Mem-

The two houses of the State Legislature appear to have resolved to set to work in earnest on the Erie Railroad bills, which have been made special orders for Wednesday morning in the Senate and for Thursday morning in the Assembly. The reports from Albany inform us that the efforts of the lobby to influence members of both houses in favor of the Ring are bold and unceasing, and it is anticipated that the Capital will be flooded with the agents and friends of the doomed directors next week. We do not believe that this impudent and undisguised attempt to bribe and corrupt the present Legislature as the notoriously venal Legislatures of 1869 and 1871 were bribed and corrupted, will succeed. Since those years the terrible exposure of the Tammany frauds and the fate of the unfaithful public officers who were implicated in them, stand forth as a warning to the legislators whose fingers are itching for the money of the Erie Ring. They may go the way of their predecessors if they will, it is true; but in the road now stands a signpost with a fettered hand pointing in the direction of Sing Sing. They have seen how a mighty combination can be broken to pieces, despite its influence and wealth, and how readily, when the exposure comes, the fellow conspirator turns into the informer and the accuser. Let them sell themselves to the Erie lobby to-day, and a quarrel among thieves-an accidental change of the power and patronage of the Ring from one set of hands to another-may explode the whole secret history of fraud and criminality, and involve all the creatures and tools of the prin-

cipal actors in a common ruin. The progress of the bills will be carefully watched, and the action of each individual legislator will be thoroughly scrutinized. Senators and Assemblymen may rest assured that determined and persevering men are on their track, and that the most secret and the most cunning agents of the Erie Ring are under a strict surveillance. They may have faith in this or that lobbyist's discretion, and may believe from the experience of the past that they may trust to his familiarity with perjury to shield them from punishment in case of an inquiry; but they must remember that if called to account for venality now it will not be before a Legislative committee, but before a Grand Jury and at a criminal bar. The members who will vote with the Erie Ring from other than motives directly corrupt can be counted on the fingers of a man's hand. They are known; and every Senator and Assemblyman who votes with them for a money considera tion will be known, too, and called to a strict account. The efforts that will be made in the secret interest of the Ring, to cripple the provisions of the bills and to leave a loopnole open for the escape of the doomed directors, will be easily detected and exposed. The members who may originate or support such tricks will be regarded by the people as the paid agents of the Erie Ring. There is no room for any middle ground on this question. The republican reform Legislature was elected on the distinct pledge that the Erie corruptionists should meet the fate that had already overtaken the Tammany corruptionists, and the Legislature might as safely undertake to reinstate Tweed at the head of the Department of Public Works as to retain Gould and his associates in the Erie direction by means of insufficient legislation. The republican members at Albany should vote as one man in favor of a bill plain in its provisions and satisfactory to those who are resolved upon meting out full justice to the Eric Ring. Let them fall to do this and their party will suffer the consequences. At all events no recusant shall escape under cover of a mask if the Black List of the HERALD can present him in his true colors to the eyes of the people of the State.

Germany and Rome-Prince Bismarck's Church Policy.

The Count Von Arnim, we learn by cable despatch, has taken his departure from Berlin and is on his way to Rome, charged, it is said, with special instructions relative to the Emperor William's diplomacy towards Italian affairs. It is not said whether the mission is ecclesiastical or political. Whether the Count has gone on a special mission to the Pope or to the King of Italy we are left to guess. It is only a few days since Prince Charles of Prussia, on his way to Egypt, stated publicly that if France should interfere with the Italian kingdom in the interest of the Pope Germany should raise her voice, and, if that were not enough, would most certainly draw the sword. It is not impossible that on this subject the Count may have something to say officially to Victor Emmanuel. It is notorious also that the German government, under the vigorous control and direction of Prince Bismarck, is pursuing a most decided policy towards the Catholic Church-a policy in the last degree distasteful to the Papal authorities at Rome. In the Prussian dominions proper and, as far as is possible, throughout the German empire, it is the determination of Bismarck and his master that the authority of Rome, while it will be respected, will not be allowed to overrule the civil power. In plain terms. Bismarck has said that the Emperor intends for the future to take care of his Catholic subjects, and as the first result of this rigorous and, as we think, harsh policy, the Polish language is no longer to be taught in the Polish schools. The Poles amid all change have remained, like the Irish, true to the Catholic Church. It is more than possible that the Count Von Arnim may have something to say to Cardinal Antonelli on this subject. In a few days we are likely to know what is the real character of the German Ambassador's mission to Rome. It will not be wonderful if it should prove to be one of the most important missions in modern times. Race and religion bid fair to give us another European war.

THE ALBANY Times-democratic reformspeaks of the "audaclous way" in which the labor reformers thrust themselves foremost into the Presidential field, and entered a ticket "so strong that it is hard to better it and impossible to ignore it." In this dilemma we suppose the Times is willing to recommend its democratic reform friends to accept a ticket that Is "hard to better."

Progress of the War in Mexico. From our special correspondent at Matamo ros we give our readers this morning a very interesting budget of reports touching the movements of the fighting factions and the changing fortunes of the civil war in our sister republic. A week ago there appeared to be hardly the ghost of a chance for the government of Juarez. The revolutionists had captured all the strongholds in the northern States of the republic, except Matamoros, on the Rio Grande, and San Luis Potosi, more than half way on the road from the northern frontier to the city of Mexico; and while they were preparing at Camargo for a descent on Matamoros they had invested San Luis with a force of ten thousand men and were sanguine of an early capitulation, which would enable them to move with an overwhelming force upon the national capital. They expected a decisive battle at San Luis Potosi, and they were confident of success. "Presto, change!" Now it appears the rebels have retired from San Luis Potosl toward Zacatecas and that General Rocha, with thirteen thousand men, is pursuing them; that they have been defeated in other places, and have evacuated the city of Aguas Calientes; that their generals are quarrelling with each other, and that their commands are separated. Best of all for Juarez, if true, he has two millions of money in his treasury; and worst of all for the rebels, they have nothing, and, in a country nearly shorn of its supplies, are living from hand to mouth.

The Court of General Sessions for New

A bill is before the State Legislature providing that the Recorder or City Judge of New York may in his discretion direct a double session of the Court of General Sessions to be held whenever the accumulation and the pressure of criminal business shall demand it, and legalizing and confirming a resolution of the Board of Supervisors in 1869, which placed the salary of those judicial officers on a par with the Judges of the Supreme. Superior and Common Pleas Courts. Independent of the signal service recently rendered to the city by the Court of General Sessions, it is well known that the duties of that Court are as arduous and as important as those of any other Court in the city, and are, moreover, diligently and ably performed Both Recorder Hackett and Judge Bedford have distinguished themselves for their independence, fearlessness and impartiality on the bench, and have done their work acceptably to the community. They deserve as much salary as the other Judges, and to withhold it from them would be simply an act of injustice. The action of the Board of Supervisors was not a favor, but a right, and should be cheerfully confirmed by

the Legislature. The power to order a double session of the Court is demanded by the increase of the population and, as a consequence, of the criminal business. The calendars are now frequently so crowded that it becomes impossible for the two Courts of General Sessions and Over and Terminer to clear the prisons of the city. Speedy trial is demanded as much in the interest of justice as of the accused parties, and can be insured by a double session of real working Court. It is not probable that any opposition will be made to the bill now at Albany, but we direct the attention of the members of the Legislature to its provisions in order that it may not be pushed aside in the pressure of the business of the session. It is a just and proper measure and should become a law.

The Elevated Railroad Extension blyman Twombly's Bill.

Assemblyman Twombly has recently introduced a bill to authorize the Greenwich Street Elevated Railway to extend its track north of One Hundredth street, and westerly of Eighth avenue to the Harlem River and Spuyten Duyvil Creek. Other powers, vaguely defined, are conferred upon the corporation, and a rumor prevails that either under cover of some provision already in the bill, or to be introduced at the proper time, it is designed to empower the company to lay a surface road for the running of steam cars all through the city on the west side, after the fashion of the tracks that have already given to one of our thoroughfares the not very pleasantly sounding title of Death avenue. However this may be, it will be well to watch the progress of Mr Twombly's bill, and to inquire whether the interests of the city demand that it shall necome a law.

The Greenwich Street Elevated Railway is generally regarded as a failure. All sorts of rumors are afloat prejudicial to its management, and, although the State Commissioners appear to have whitewashed it in a recent report, the impression prevails that the whole concern is a nuisance and should be abolished. Whether this view of the case be just or unjust, it is certain that the work is not such a one as the city needs to satisfy its wants, and can never be made to answer the purposes of a viaduct road. The property holders, who have some title to consideration, are unanimously opposed to the unseemly experiment, and would be even more hostile to the gridiron cat that is supposed to be hidden in the Twombly meal. Then there is a report that the Pennsylvania Railroad interests have a finger in the elevated pie, and that the bill to grant further powers and privileges to this corporation is, in fact, one of the links in a mighty railroad ring, about to be rivetted on the neck of New York and other States. It is scarcely necessary, however, for the legislators at Albany to inquire so deeply into the intrigues and plottings of this one-legged corporation. It is enough that the experiment does not meet the expectations, the wishes orthe necessities of the people, and that they want no such burlesques upon rapid transit. If the Legislature be disposed to study the desires and the interests of the citizens of New York it will close its ears against all scientific claptrap and experimental humbug and give us a solid, practical, viaduct road or roads for the use of the people. That is what the metropolis requires, and all other propositions are either visionary schemes or direct frauds.

SAILING IN THE RIGHT DIRECTION-The Grand Jury, in overhauling the keepers of sailors' boarding houses for robbing poor

The Weather Bureau and the National Steamboatmen's Convention-Popular Demand for Extension of the Signal

We copy elsewhere from the Nautical

Gazette resolutions of the late National Steam-

boatmen's Convention regarding the Weather Bureau. The Convention, representing more than two-thirds of the entire steam tonnage of the United States, express their "unqualified appreciation of the value and usefulness of the weather and water reports, as well as the 'probabilities,' as furnished by the Chief Signal Officer daily to the press and the various exchange and news rooms throughout the country," and urge on Congress the maintenance and support of the Signal Service by all appropriations necessary. On the 22d ult. the HERALD, anticipating the great danger from the melting of the heavy snows of the West, warned New Orleans and the cities of the Mississippi Valley of the now imminent inundations which must result, and the Chief Signal Officer, on the strength of the warning, immediately issued orders to all observers at stations on the western rivers to make special reports by telegraph of any sudden or unusual change in their waters, to enable him to forewarn the steamboatmen of disastrous ice movements and floods. Our readers have already learned by telegrams of the giving way of the ice in the Upper Missouri, proving that the HERALD's forethought and the Chief Signal Officer's orders have been well timed, and may be the means of saving hundreds of lives and millions of dollars' worth of property. The threatened floods in the Northwest, unless carefully watched, may become as disastrous as the great autumnal fires of the Northwest. The Upper Missouri, draining Western Dakota, Montana and Idaho, courses along the Southern edge of that great. mild and semi-tropical belt created and swept by the eternal southwesterly warm and vaporladen winds from the North Pacific, and the impulse there given to ice floods will be fearfully augmented between Fort Benton, St. Louis and Cairo, if the Platte and similar streams become simultaneously swollen, so that the western and northwestern cities are as seriously endangered as those of the extreme South. We cannot, however, advert to this subject without at the same time pointing out the

rofound importance of the new feature in the national system which now combines its water reports with the weather reports, which have already reflected so much credit and popularity on the War Department and the government. The widespread usefulness of this scientific bureau, in charge of General Myer, is constantly receiving new proofs in the frequent demands of the people of all sections for its immediate extension in new offshoots to every part of the country, and for the wider dissemination of the meteorologic information it has gathered in. This information is greedily sought after by agriculturists, planters and physicians, as well as by all trading and nautical men east and west; and the Meteorological Office from which it emanates, in an incredibly short space of time, has, by its exactness and promptness, become almost as much of an institution as the telegraph or the Post Office. We notice with great regret, however, that the Chief Signal Officer, in the correspondence published to-day between the Steamboatmen's Convention, the Secretary of War and himself, expresses great anxiety lest this year's appropriation for the Signal Service entirely fails to meet the wishes and wants of the steam interests and others. The amount appropriated to the whole service is less than one hundred and eighty-five thousand dollars, and to enable him to give satisfaction to the demands of the people he estisum should be increased to two hundred and fifty thousand dollars. Such an estimate is moderate indeed, and, considering the immense value of the storm signals alone, would be a mere trifle. Congress annually appropriates just three times this amount to the Coast Survey, and we see no reason why it should not extend every possible facility to the Weather Bureau, which is the most popular and beneficent branch of the government.

Young as it is, it has already been pronounced by the old weather offices of Europe their superior. If only furnished with means to advance its network of stations to the West Indies and the far Northwest of the United States, and to meet the popular demand for the service it renders, it will doubtless redound still more to the honor of the country and the government. Such an institution must shed an Augustan splendor over any age or any administration that fosters it.

Personal Intelligence.

Colonel Jerome N. Bonaparte, of Baltimore, is at he New York Hotel. J. M. G. Parker, ex-Postmaster of New Orleans, is at the Fifth Avenue Hotel. Colonel H. F. McComb, of Delaware, is stopping

at the Clarendon Hotel. Judge Joseph A. Johnson, of Kentucky, is a soourner at the Grand Central Hotel. Chaplain James J. Kane, United States Navy, of

Brooklyn, resterday opened the United States Senate with prayer. This is the first time in the history of the government that a naval chaptain has offic n the Senate.

WEATHER REPORT.

OFFICE OF THE CHIEF SIGNAL OFFICER, WASHINGTON, D. C., MARCH 9-1 A. M. Synopsis for the Past Twenty-four Hours. The pressure has continued to recover itself over New England, with northerly to westerly winds and clear weather very generally. It has continued diminishing from Mississippi eastward over the South Atlantic and Middle States. The area of now has extended eastward over the Middle States. and that of rain over Virginia, the South Atlantic and Gulf States. Rising barometer has extended eastward over the Upper Mississippi Valley and Western Tennessee, with clearing weather, northwesterly winds and falling temperature. The area of low barometer is central over Northern Indiana.

The area of snow will extend eastward over the New England States during to-night and on Saturday morning. The barometer will continue failing from the lower lakes to Florida and eastward to the Atlantic. The very low barometer will continue moving northeastwardly over Southern Michigan and into Canada. The wind will veer to eastern the southerty on Saturday they will veer to mcreasing southeasterly and southerly over the midrature and northwesterly winds will extend during the night to Lake Michigan, Southern Ohio and protably South Carolina, and on Saturday over Michigan, Lake Erie and Virginia. Dangerous winds are not anticipated for the Atlantic and Gulf coasts to-night, but increasing to brisk easterly to southerly winds are probable for the Middle and East Atlantic coasts on Saturday.